

TOWNS AND NEIGHBORHOODS ON THE NATIONAL ROAD/ U.S. ROUTE 40 IN FRANKLIN COUNTY

ALTON

The village of Alton is located approximately 0.4 mi. west of Columbus on Route 40. Alton was laid out by Thomas Graham in 1836 following the construction of the National Road. While development continues to move westward toward Alton from Columbus, Alton retains its small town character. www.prairietownship.org



NEW ROME

The village of New Rome is generally bounded by the alley north of E. Broad St. on the north, Norton Rd. on the east, Green St. on the south, and Lawrence Avenue on the west. Rome was laid out in 1836, with 32 lots on the north and 32 lots on the south side of the National Road. The village was incorporated as New Rome in 1941. A National Road stagecoach stop, McFarland's Tavern, once stood near the northeast boundary of the village. The village's earliest buildings are no longer standing, and many of the homes from the first half of the twentieth century have been converted into businesses.

WESTLAND

The Westland area is generally bounded by the Conrail Railroad tracks on the north, I-270 and Big Run Rd. S. on the east, Grove City Rd. on the south, and Hellbranch Creek on the west. The Westland area is characterized by a mixture of old and new residential, commercial, and industrial uses. Significant land uses along W. Broad St. include Lincoln Village, a large planned residential community built in the 1950s, and early commercial strip centers. westlandarea.home.att.net



HILLTOP

The neighborhood of the Hilltop is generally bounded by I-70 on the north, the CSX Railroad on the east, and I-270 on the south and west. The landscape of the Hilltop was formed during the glacial period. Lucas Sullivant surveyed the area in 1795, and acquired vast acreages of land as payment. By 1888 his sons, William and Michael, became the first European settlers. Between 1861 and 1865, 160 acre Camp Chase was the largest Civil War prisoner camp in the North. In 1879 a veterans' cemetery was established on the camp grounds. Over 2000 soldiers are buried at the cemetery, located north of Sullivant Avenue just west of Hague Avenue.



FRANKLINTON

The neighborhood of Franklinton is generally bounded by the Scioto River on the north and east, Greenlawn Ave. on the south, and I-70 on the west. Franklinton was founded in 1797 by Lucas Sullivant and was the first settlement in Central Ohio. In 1803 when the state of Ohio was admitted into the Union, the county of Franklin was formed and Franklinton was named as the county seat. Franklinton is located near the confluence of the Olentangy and Scioto Rivers in the Scioto River Flood Plain. The devastating flood of 1913 took the lives of 93 persons, and destroyed over four thousand homes. Construction of a floodwall started in 1993 as a joint effort between the city of Columbus and the Army Corp of Engineers. Franklinton Historical Society 279-9382.



EASTMOOR

The neighborhood of Eastmoor, platted in 1923, is generally bounded by E. Broad St. on the north, James Rd. on the east, Bryden Rd. on the south, and Chesterfield Rd. on the west. The residential neighborhood originally included the Eastmoor Polo Field, bounded by Eastmoor Blvd., Dale Ave., Harding Rd., and Elbern Ave. In 1949 the field was subdivided into building lots that now border Virginialee Rd.

OHIO NATIONAL ROAD Franklin County

The construction of the National Road was authorized by Congress in 1806 during the Jefferson administration and was the first U.S. highway built entirely with federal funds. Construction of the road began in Cumberland, MD in 1811, was open from Wheeling to Columbus in 1833, and reached its terminus in Vandalia, IL by 1839. The National Road was incorporated into U.S. Route 40 in 1926.

For more than 170 years, the National Road has provided a means of transportation for wagons, drovers and automobiles, first as the National Road and then as U. S. Route 40. In its earliest years the road bustled with stagecoaches and horses and resounded with the noise of cows, turkeys and sheep being driven to market. With the advent of the railroad, the condition of the National Road deteriorated until the bicycle and later the automobile associations demanded improved roadways. In the 1960s, as Interstate Highway 70 was constructed to provide a more efficient means of travel for high-speed, high-density traffic, travel on U. S. Route 40 generally reverted to local and regional traffic.

A steady flow of travelers from the 1830 through the 1960s prompted the construction of bridges, inns, gas stations, hotels, motels, and restaurants. Historic resources from all eras remain along the National Road and provide an open-air history of the evolution of the roadway. **EXPLORE THE NATIONAL ROAD!**

For further info on the Ohio National Road, contact Glenn Harper, Ohio Historic Preservation Office, (614) 298-2000.

This pamphlet is funded by the Historic Resources Commission (HRC). The HRC consists of seven mayoral appointees, who maintain the Columbus Register of Historic Properties and promote the conservation of the city's historic sites and structures.



Route 40



City of Columbus
Department of Development
Historic Preservation Office
614-645-8620

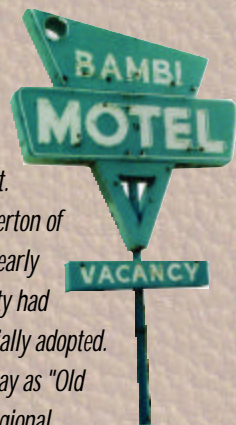
BEXLEY

The city of Bexley, incorporated as a village in 1908, is generally bounded by the CSX railroad tracks on the north, Gould Rd. on the east, Livingston Ave. on the south, and Alum Creek on the west. Construction of the National Rd. (Main St.) and the Turnpike Plank Rd. (Broad St.) in the mid-1800s drew the first settlers to the area. In 1898 the Broad and Drexel area was the assembly site for 8,000 Ohio volunteers headed for Cuba in the Spanish American War. Following the war, Camp Bushnell was disbanded, and the remaining sewer and water lines extended to the camp from Columbus encouraged real estate development in the area. Bexley officially became a city in 1932. www.bexley.org.



WHITEHALL

The village of Whitehall, incorporated in 1947, is generally bounded by the CSX railroad tracks on the north, Big Walnut Creek on the east, Mound St. on the south, and Maplewood Ave. on the west. The name "Whitehall" derives from Robert Brotherton of White Hall, England, who owned the land in the early 1800s. By the late 1800s a small farm community had developed and the name "Whitehall" was unofficially adopted. In 1910 Samuel Doney platted what is known today as "Old Whitehall." Town & Country, the nation's first regional shopping center designed in the conventional strip configuration for total off-street parking, was built in Whitehall in 1947. www.cityofwhitehall.com



REYNOLDSBURG

Reynoldsburg is bounded by E. Broad St. on the north, Taylor Rd. on the east, I-70 on the south, and Brice Rd. on the west. Reynoldsburg, originally named Frenchtown, was laid out in 1831 by John French. The townspeople later changed the name of the village to Reynoldsburg in honor of a prominent local citizen, James C. Reynolds, who operated a store and served as a general in the militia. The Reynoldsburg post office was established in 1833, with Reynolds serving as the first postmaster. The village was incorporated in 1839. www.ci.reynoldsburg.oh.us



COLUMBUS

Following approval of statehood in 1803, Chillicothe served as the first capital of Ohio, until political disputes temporarily shifted the seat of government to Zanesville in 1809. Legislators agreed to place the permanent capital near the geographical center of the state and close to a navigable river. The site of Columbus was finally chosen as the permanent state capital before it was established as a town. Few people inhabited the east side of the river prior to the spring of 1812 when the first streets were laid out and the sale of lots began. By the end of 1813 Columbus had grown to three hundred residents. The General Assembly created the borough of Columbus on

February 10, 1816 and held their first meeting in the new state house (completed 1814 and occupied until 1839) in December. Columbus was well established by 1833 when construction of the National Road reached the city. The road entered Columbus on Friend St. (now Main St.), turned north on High St. and exited Columbus on W. Broad St. The jog from Main St. to Broad St. was later moved east to Drexel Ave. in Bexley.

Resources along the National Road corridor like the Ohio & Toledo Railroad Station, the Ford Motor Company Showroom and the original Wendy's offer a

glimpse into the history of travel and mobility in the United States. Beyond the National Road, downtown Columbus boasts cultural venues such as the Columbus Museum of Art, the Palace Theatre, Ohio Theatre, Ballet Met and Opera Columbus. Educational facilities include The Ohio State University, Franklin University, Columbus State Community College and the Columbus College of Art and Design. The Short North, the North Market and Columbus City Center offer unique shopping experiences. Historic churches and residential and commercial historic districts showcase the architectural history of the city.



Ohio and Toledo Railroad Station
379 W. Broad St.
Built 1896



Great Southern Hotel and Theatre
296 S. High St. and 21 E. Main St.
Built 1894-1897



Ohio State House
W. Broad St. and S. High St.
Built 1839-1861



Former Central Ohio Oil Company filling station
1900 E. Broad St.
Built circa 1926



Hartman Hotel
275 S. Fourth St.
Built circa 1898



Original Wendy's Old Fashioned Hamburgers restaurant
257 E. Broad St.
Opened 1969



Seneca Hotel
361 E. Broad St.
Built 1917



Ford Motor Company Showroom and Garage
83 E. Main St.
Built 1918

